

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

50X1-HUM

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COUNTRY	Rumania	REPORT	
SUBJECT	Miscellaneous Industrial Information	DATE DISTR.	8 December 1964
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- three reports containing information on the following:
- a. The Synthetic Rubber Combine at Onesti. A two-page report on construction of the plant. 50X1-HUM
 - b. Workshops for Repair, Maintenance and Construction Equipment in Bucharest. Two-page report on the location of the workshops and equipment. 50X1-HUM
 - c. The General Directorate for Overland Transport of the Ministry of Transport. A four-page report on the number of personnel employed by the Directorate, equipment and officials. 50X1-HUM

Distribution of attachment:
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COUNTRY : Rumania

SUBJECT : The Synthetic Rubber Combine
at Onesti

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1. In late 1960, construction work on the 13 buildings for the synthetic rubber combine at Onesti had been completed and the installation of Soviet equipment had begun. Construction of the combine was begun in 1958 and, in mid-1960, Soviet experts began arriving to supervise the installation of this equipment. Two departments (no details) were to begin operating partially by mid-1961.
2. In late 1960, the compressor shop was almost completed and Soviet experts were working on the installation of the eight compressors for this department. The department's control center had been completed and was fully equipped. The compressors' concrete bases, each of which had 120 cubic meters of concrete and was four by four meters

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in size, had been laid. The compressor shop was the combine's longest building, 300 by 50 or 60 by 10 meters.

3. The central laboratory, which was 18 meters high, was the combine's tallest building. The "D-11" building was also large. The individual buildings of the combine were marked with letters and numbers; for example, "E-5" was the pump shop.

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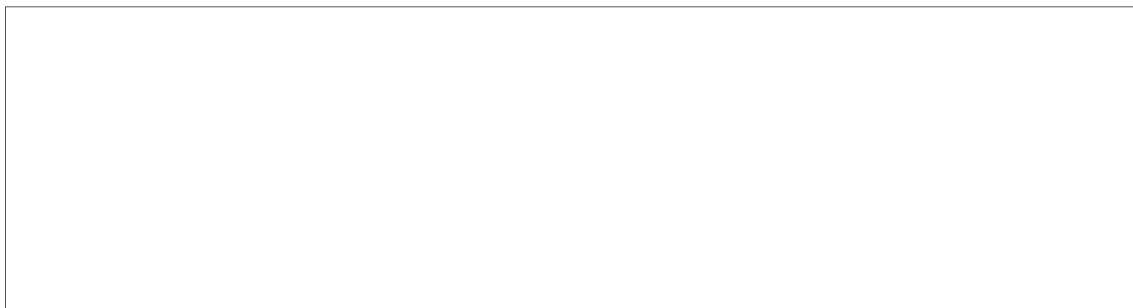
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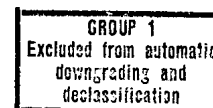
SUBJECT : Workshops for Repair, Maintenance and
Construction Equipment in Bucharest

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1. In late 1962, four maintenance and repair workshops (autobaza) served the 12 construction, bridging and leveling works of the General Directorate for Construction and Installation (Directiune Generala de Constructii si Montaj) in Bucharest. The four workshops were situated in the quarters of Baneasa, Dristor, Gherase, and Obor-Avrig. The workshops, which occupied similar buildings and were equipped with similar equipment, each had 200 trucks, including the following models:
 - a. Zis-150.
 - b. Steagul-Rosu 101.
 - c. Maz (seven ton).

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- d. YaAZ (seven ton).
 - e. Skoda (six and seven ton).
 - f. Prager (nine ton).
 - g. Csepel.
2. Only the Steagul-Rosu and Csepel trucks were new, and the models made in the USSR could not be repaired because no spare parts were available.
3. The workshop in the Obor-Avrig quarter was also equipped with construction machinery.
4. The workshop in Baneasa quarter also had the following equipment:
a number of Utos-26 tractors made in Rumania; two Maz mobile cranes (12-ton); and two Steagul-Rosu mobile cranes (5-ton). The workshop employed about 20 mechanics and welders, about 215 drivers, and 15 clerks on the administrative staff.

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COUNTRY : Rumania

SUBJECT : The General Directorate for Overland
Transport of the Ministry of Transport

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1. In 1958, the General Directorate for Overland Transport (Directia Generala Auto) was situated on the third floor of the Ministry of Transport Building in Bucharest. The Directorate employed about 15,000 people, including drivers, and it was estimated that the number of employees would increase to 18,000 by 1964. There were one-and-one-half drivers for each vehicle, and the number of drivers increased proportionately to the increase in vehicles. The Directorate employed about 200 workers in the following departments: technical affairs; operations (exploatare); supplies; planning; accounting; labor and wages; cadres; and training.
2. The Directorate had 2,500 trucks and 800 buses. About 400 new

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vehicles were added and about 150-200 vehicles were retired every year. By 1970, the Directorate planned to have 15,000 vehicles.

3. The Directorate controlled 14 provincial directorates (directii regionale), each of which had several vehicle bases (autobaze). Greater Bucharest was considered a provincial directorate and functioned separately from the Bucharest Province Directorate. The number of vehicle bases in each directorate varied. The Bucharest Provincial Directorate had four vehicle bases situated at Alexandria, Bacintineni, Bucuresti, and Targoviste. The Greater Bucharest Provincial Directorate had the following five vehicle bases: Alexandria, which was on the road to Alexandria; Chibrit; Colentina, with 350 buses and 100 trucks; Cotroceni; and Giulesti, with 200 buses and 400 trucks. On the average, every provincial directorate included about five vehicle bases. A small vehicle base consisted of about 100 buses and 100 trucks.
4. Every vehicle base had a number of stations (autogari) corresponding to the amount of vehicles and their routes, the average of which was three to eight permanent parking stations. During the summer, there were temporary stations to meet the greater dispersion of parking caused by the additional routes for the transport of tourists and vacationers. Every base contained a repair shop for maintenance and repair of vehicles, including general overhauls. About 60 to 80 employees, excluding drivers, constituted the permanent staff of each base.

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5. Construction and maintenance of roads was delegated to the Directorate for Roads and Bridges in the Ministry of Transport, which executed only major construction and maintenance jobs. The provincial councils were responsible for regular maintenance of roads and bridges.

6. [redacted] personalities in the directorate:

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a. Alexandru Cuiac, deputy director of the general directorate and head of its operations department. [redacted]

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b. Dimitru Darjan, director of the cadres department. [redacted]

c. Mihai Hrihor, an employee of the technical department and a vehicle mechanic by trade. He had headed the cadres of the general directorate in 1956-1957.

d. Marineata (fnu), director of the cadres department in 1957.

e. Colonel Dimitru Matei, commander of the railroad troops unit which operated under the Ministry of Transport. [redacted]

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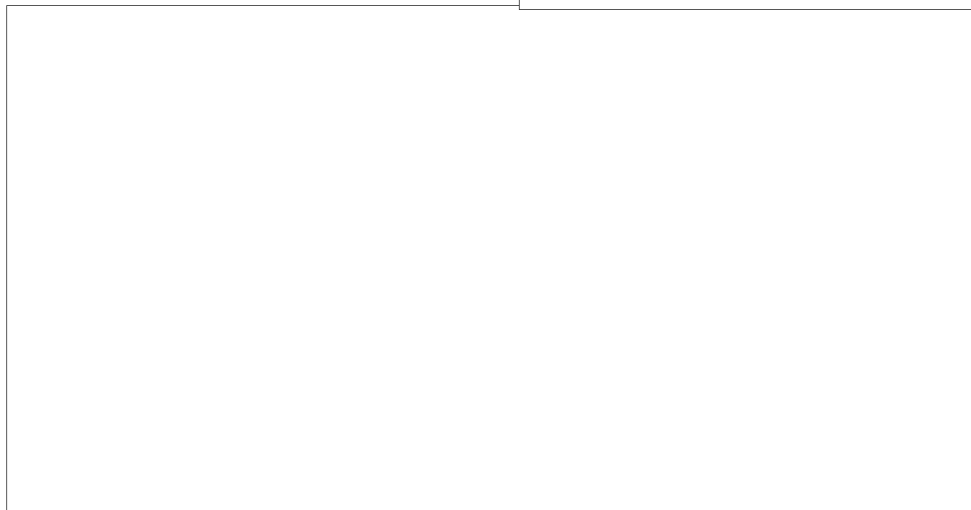
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- f. Treian Todorut, head of the general directorate and, since 1950, also in charge of the cadres department and supplies for the directorate.



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